

file
101-1

TO Distribution

FROM J. Haffeman

SUBJECT Service Engineering Memo No. 18

REFERENCE

COPY TO

HIGH INLET FUEL PRESSURE

- * H. Beane
- K. Braccio
- R. Cantu
- R. Dick
- D. Ford
- D. Fitzpatrick
- J. Godman
- W. Griffin
- G. Hall
- G. Heiser
- E. Hopkins
- J. Kemp
- O. Melvin
- R. Pingiczer
- H. T. Trotter

- E. Corrao
- E. Davis
- D. Dopp
- R. Guay
- R. Lorimer
- E. Pellegrino
- R. Pervier
- R. Sutyak
- D. Youd

An engine at Lima Tank Plant experienced smoke after shutdown. The foot falve was replaced in the HMU and the fuel nozzle was replaced but smoke after shutdown continued.

The powerpack was pulled and the HMU was replaced but smoke after shutdown persisted.

A new powerpack was installed in the vehicle and after operation and shutdown the new engine smoked.

A fuel inlet pressure check at the HMU revealed vehicle boost pressure between 38 and 48 PSI. The spec calls for 4 to 22 PSI.

Two more vehicles were checked for fuel pressure at the HMU and the pressures ranged between 38 and 45 PSI. Engineering states that the high inlet fuel pressure can damage the HMU foot valve, damage the fuel pump seal and also cause the fuel nozzle to coke prematurely allowing an engine hard starting condition.

Check the vehicle fuel inlet pressure whenever you suspect it to be a problem area. Inlet fuel pressure can be checked at the pressure tee, P/N MS51853-11SS, which is down stream of the General Dynamics fuel filter mounted on the engine. Use a calibrated pressure gage 0 - 100 PSI and report any high inlet pressures to field support immediately.

J. Haffeman
J. Haffeman, Manager
AGT 1500 Field Support

JH/r1

*Field Reps:

Read and initial. Return initialed copy to Field Support.

